



Volume 4, Issue 8

Gray Davis, Governor
Maria Contreras-Sweet, Secretary of Business, Transportation and Housing Agency
Jeff Morales, Director

JULY 2003

Caltrans Reservist Documents Living History Lesson From World War II Heroes

When Air Force reservist Holly Kress volunteered for active duty earlier this year, she knew that there was a chance she could be headed to the Middle East.

Kress, who is a public affairs officer in Caltrans District 8 in San Bernardino, was prepared, if the order was issued, to document events as they unfolded in Iraq as part of the 4th Combat Camera Squadron.

"I fully expected that we would be recording the experiences of American military forces fighting heroically in the war in Iraq," she said.

Things change and so do orders.

Instead of going to Iraq and chronicling the experiences of 18-and 19-year-olds, Kress and eight of her fellow reservists were ordered in mid-April to Northern California specifically Travis Air Force Base in Fairfield to document the 61st reunion of Doolittle's Raiders.



*Doolittle Raider retired Col. William Bower shares his war stories with Air Force reservist and Caltrans District 8 Public Information Officer Holly Kress.
Photo by Sr. Airman Jorge Rodriguez of 4th Combat Camera Squadron.*

On April 18, 1942, as America was still reeling from the attack on Pearl Harbor, a squadron of B-25 bombers under the command of General Jimmy Doolittle raided Tokyo. Every year since, Doolittle's Raiders have held a reunion to recount the attack that provided a much-needed psychological boost for America.

Even though the passage of time has thinned their ranks, the memory of that

fateful day is still razor sharp for the surviving Raiders. Nine of the Raiders, now in their late 80's and 90's, were in Fairfield for the reunion.

"It was an opportunity of a lifetime and a real honor to visit with these true heroes," said Kress, who has been a member of the armed forces for 28 years.

Doolittles Raiders

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Caltrans Wins Two Awards in the 2002 PCA Concrete Bridge Awards Competition

The Taylor Street Interchange on Highway 87 in Santa Clara County and the Truckee River Bridge on Highway 267 in Nevada County were among eight projects nationwide to receive Awards of Excellence from the Portland Cement Association (PCA) in their 2002 Bridge Awards Competition. The competition attracted 55 entries from Canada and the United States. The winners were selected based on creativity, functionality and economy by a jury of three prominent bridge professionals.

"These two bridges are very different from each other," said Shannon Post, the Structure Design Office Chief for both projects. "The Taylor Street Overcrossing is a modern interchange near the San Jose Airport, while the Truckee River Bridge carries travelers around the Sierra Nevada community of Truckee. However, both bridges were designed to meet an important transportation need, and provide context sensitive features desired by the local communities."

Bridge Award

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*Bridge Design Chief Shannon Post (from left) and engineers Jess Avila and Kelly Holden show off awards for the Taylor Street and Truckee River bridge projects.
Photo by Bill Hall*

DIRECTORS CORNER



Director Jeff Morales

I had the opportunity last month to attend the opening ceremony for the Bay Area Rapid Transit (BART) extension to the San Francisco International Airport -- SFO's first connection by rail since it opened in 1972.

The occasion marked an appropriate milestone for measuring the last four years of Governor Gray Davis' "transportation renaissance." And, incidentally, the event came very nearly three years after my arrival at the Department after a number of years at the Chicago Transit Authority.

The 8.7-mile connection between San Francisco and the nation's fifth largest airport (and world's seventh busiest) is an important example of the progress we've been making in transportation over the last few years.

It is a project in which a coalition came together to help reduce traffic congestion and make the entire transportation system work more efficiently. At a number of places the extension connects the highway system to public transportation. And, by removing up to 10,000 automobile trips a day, it helps to clear freeways for better goods movement.

The \$1.5 billion extension also creates four new stations: South San Francisco, San Bruno, San Francisco International Airport and Millbrae. They are expected to help generate as many as 18,000 new transit trips a day.

Airport, Rail Link Marks Transportation Milestone

The new service will carry passengers right into San Francisco International Airport where passengers can walk or take the new "people mover" shuttle to their flights.

Up to 70,000 passengers a day are expected to ride the extension, which will provide integrated intermodal connections between air travel, heavy rail, light rail and bus systems. This project links BART and Caltrain along the Peninsula and San Jose and attaches both systems to an approximately 200-mile rail system that encompasses most of the Bay Area.

Passengers riding Caltrain and BART may board the other system's facility by walking across the platform at the new Millbrae intermodal transit hub. With SamTrans bus connections and a large parking lot, the station is expected to handle 30,000 passengers per day. The other new stations will also provide ample parking. Caltrain's new Baby Bullet service (currently under construction) will speed service to Millbrae.

This SFO extension, as much as any project in the state, illustrates the progress we've made in just a few years. We've come to understand that transportation is about more than just mobility. We also need to consider issues such as quality of life, the environment, and the economic stimulus that transportation brings.

Under Governor Davis, transportation has been put back on the map of state priorities. We've doubled our program in the last four years, with close to \$7 billion of work under contract on the highway system, and another \$3 billion of rail and transit improvements underway.

As we move ahead on this landmark commitment to mobility, we continue to see important transportation improvements delivered on or ahead of time, and within their budgets.

For example, along with our local partner -- Santa Clara Valley Transportation Authority -- we recently opened new lanes on Highway 101 between San Jose and Morgan Hill.

The project doubles the number of lanes from four to eight, including a high-occu-

pancy vehicle (HOV) lane in each direction. It completes 40 miles of uninterrupted HOV lanes on Highway 101 from Morgan Hill to Redwood City. Construction began in August 2001 and was completed about six months early.

It is expected to save motorists an average of 12 minutes a day on this former bottleneck between the Bay Area and the Central Valley. The new lanes will restore normal freeway speeds and help to reduce air emissions. By eliminating the bottleneck, we are saving commuters roughly two hours a week.

Last month we held a groundbreaking for a new segment on Highway 210 in the Inland Empire, part of the final phase of the new Highway 210 corridor. It is part of the construction of six lanes of freeway, including two HOV lanes, that will connect Highway 210 in Fontana to Highway 30 in San Bernardino.

And in late June we completed direct connections on half of the Highway 85/87 Interchange. The first half had been completed in 1992. Until now, motorists exited to local streets to access the adjacent freeway -- resulting in delays of up to 10 minutes and clogging a local boulevard. Based on costs of fuel and delays, commuters will save an \$3-4 million a year.

This is how we are meeting the challenge of keeping our momentum going in the face of a slumping economy and a state budget that is in the red.

In fact, during the 2003-04 fiscal year the Department will have nearly \$6 billion at work on the highways -- amounting to 589 projects. And we continue to move ahead on rail and transit projects at the same time.

Not long ago, opening a new section of public transit might have come and gone with less notice. However, in recent years we have increasingly come to understand that transportation is the integration of a number of strands -- including highways, transit, rail, aeronautics and traffic management -- with each playing an important role in the overall quest for mobility.

We've come a long way in a short time.



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1120 N Street, Room 1200
Mail Stop 49
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(916) 654-4020
(916) 653-4086 (TTY) or CRS - 711



Caltrans Samaritan Pilots Plane Of Hope To Aid Needy in Mexico

Mike Gaisford slides behind the controls of a single engine Beech Bonanza and readies for takeoff.

After a hard week of keeping Caltrans District 10's building in working order, Gaisford is looking forward to a weekend in Mexico.

This is no vacation trip.

Rather, it is a mission of mercy for Gaisford, a stationery engineer in District 10 Maintenance and a member of the Flying Samaritans who bring badly needed medical services to the poor in Mexico.

"I enjoy flying and doing something of benefit. This allows me to do both," said Gaisford, who has been piloting a plane as part of the Mother Lode Chapter of the Flying Samaritans for the past three years.

"We are all volunteers," said Gaisford, who last year made the trip six times to San Quintin, a tiny agricultural community in the heart of Baja California. "The people are poor but they have pride and they are so grateful for what we are doing. I am so happy to be a part of this effort."

For Gaisford, "TGIF" means a roundtrip flight of more than 1,000 miles.

On the weekends he is scheduled to fly, Gaisford meets his passengers, a doctor, nurse and translator, at the airport on Friday morning. Most of the time, Gaisford operates from the airstrip in the old mining town of Columbia in the heart of the central Sierra's Mother Lode Country. He also occasionally flies out of the Sacramento, Placerville and Stockton airports.

"Each seat on the plane costs about \$140 per passenger and it is up to each participant to raise their share of the cost. The money is privately raised, most of it through donations or out of your own pocket. None of the people involved gets paid," he said.

Gaisford is responsible for making sure the plane is in good running order and paying for the fuel, which costs about \$800 per trip.

Gaisford's wife, Beth, makes two trips a year with her husband. She is involved in the program's scholarship work. She helps get scholarship applications to the families who have qualifying students going into secondary school. Their grades must be good in order to receive help. A total of \$150, for example, will allow one sixth grader to stay in school instead of being forced into the fields.



For the past three years, Caltrans engineer Mike Gaisford has been piloting health care professionals to needy people in Mexico as part of the Flying Samaritans. Photo by Jon Hirtz

Carrying desperately needed medical supplies, the quartet usually departs at 11 a.m. on Friday, winging its way south to Brown Field in San Diego. After a short refueling stop, they are once again airborne, headed for Tijuana, Ensenada or San Felipe where they pass through Mexican customs.

Since the 9/11 tragedy, passing through customs on both sides of the border takes longer, according to Gaisford.

"Prior to September 11th, the rules were in place but the atmosphere was much more relaxed. Now, it is all business and it takes time to get the OK to proceed," he said.

Once through customs, the plane proceeds 200 miles south along the Baja peninsula to the community of San Quintin. There is no airport.

We land on a dirt strip in the middle of a tomato field. Before I set the plane down, I make a pass over the strip to make sure the landing area is still intact and not under water. I also look for any impediments that could prevent us from landing safely," Gaisford said.

With the way all clear, he sets the plane down. The total trip takes about five hours.

The clinic is open on Saturdays from dawn to dusk in the middle of the field where the plane landed. Clinic patients who require more extensive care are treated at the El Buen Pastor Hospital in San Quintin, about 10 miles away. Dental care is provided every other month.

"People walk from miles and miles around to the clinic. For many, this is the only health care available to them," Gaisford said.

The clinic treats about 150 people each Saturday.

Gaisford assists where he can at the clinic but admits that his main job is to "make the fish taco run."

On Sunday morning, Gaisford and his passengers head home.

Gaisford's interest in the Flying Samaritans was fueled by a 77-year-old pilot friend of his who was part of the program.

"He was involved in it and the more I heard about it, the more I wanted to be a part of it," Gaisford said.

While most weekends are uneventful, emergencies can occur.

On one trip Gaisford was called upon to transport a little girl suffering from a serious heart ailment to Sacramento for treatment.

"She was able to get the treatment she needed and today is doing very well," he said proudly.

Gaisford, who has worked for Caltrans District 10 for 11 years, was named Flying Samaritan of the Year by his local chapter last year.

Gaisford has no plans to surrender his Flying Samaritan wings. "Seeing the faces of the people and how much they appreciate what we are doing, makes it all worth it," he said.

For more information about the Flying Samaritans, contact (916) 551-1212 or on line at: FlyingSamaritans.org

FasTrak Putting Bay Area Motorists Into The Fast Lane

Caltrans' FasTrak automated toll collection system is putting a growing number of motorists into the fast lane as they make way around the San Francisco Bay Area.

The program allows motorists to use all seven state owned toll bridges in the Bay Area without having to wait in long lines of traffic and dig into their pocket for \$2.

"It's fast and convenient," said Clark Paulsen, project manager of the FasTrak program.

And a growing stream of motorists is finding that out. More than 175,000 accounts have been opened and 251,000 transponders issued since the system first started operation with a single dedicated lane for FasTrak users on the Carquinez Bridge in 1997. FasTrak was fully implemented on the other state toll bridges including the San Francisco-Oakland Bay, San Mateo-Hayward, Richmond-San Rafael, Benicia-Martinez and Dumbarton, by the end of 2000.



Charles Price, chief of the District 4 Office of Electrical Systems, said FasTrak has been processing more than 80,000 transactions each day, or more than two million transactions a month.

In addition to the toll bridges, FasTrak can be used on the nearby Golden Gate Bridge and the four public toll roads in Orange County.

Now, because of FasTrak's growing popularity, Caltrans District 4 will be dedicating additional lanes on the state's

toll bridges to exclusively serve FasTrak customers.

Additional lanes on the Carquinez and San Francisco Bay bridges opened in April and May respectively. The Dumbarton and San Mateo-Hayward Bridge are being evaluated as to when traffic volume will permit an additional lane to be added.

FasTrak is an automated toll collection and accounting system. Drivers pay tolls electronically. Each time a FasTrak motorist drives through the toll plaza, a transponder mounted on the vehicle's windshield is identified and the toll is automatically deducted from a prepaid account.

Paulsen said FasTrak has produced a time saving for motorists and significantly upgraded the department's ability to track the more than \$268 million collected in tolls each year.

FasTrak

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District 7 Participates In Earth Day Festivities

*By Jeanne Bonfilio
District 7 Public Affairs Office*

There are those who would suppose that Caltrans is little more than a giant orange bulldozer that daily attacks our precious planet.

Well, District 7's Division of Environmental Planning is doing its part to erase that image.

For the past four years, the District 7 staff has helped spread awareness of Caltrans' many constructive environmental activities by participating in ABC Television Network's Earth Day Fair. Since 1970, April 22 has been observed as Earth Day, an annual event for people around the world to celebrate the earth and our responsibility toward it.

The 2003 Earth Day Fair was held on April 17 at the Television Center, which has more than 1000 employees. In addition to Caltrans, ABC invited a select group of organizations such as The Walt Disney Company, Los Angeles Department of Water and Power, and Whole Foods to participate.

ABC and Caltrans professionals worked together to ensure that the fair helped employees recognize the importance of respecting the earth, and promoted actions that create a healthy environment. Caltrans volunteers distributed literature and discussed environmental issues ranging from carpooling to alternative-fuel vehicles. One of Caltrans' efforts to "Green the Fleet" was also on display: an electric Chevrolet S-10 pickup truck.

The Caltrans Earth Day display included a brochure identifying what the department does to make the state a better place to live and work, and noting ways that we try to set an example for other organizations to follow. Instances include the District 7 headquarters in downtown Los Angeles, currently being constructed to achieve the highest sustainability rating possible as a "green building." The pamphlet also noted Caltrans' efforts to



District 7 environmental employees took their Earth Day message to the studios of KABC-TV in Los Angeles.

promote ridesharing through an internal program for its employees.

Participants included Environmental Planners Dawn Kukla, Jessica Hlaca, Carlos Montez, Garrett Damrath, Elizabeth Suh, Cleavon Govan and Tami Sahgafi.

Bridge Award *continued from page 1*

The 1,019-foot-long Taylor Street Interchange opened in January 2002 at a cost of \$17.7 million for the bridge work. It is one of the few urban interchanges in California, allowing maximum traffic movement in a small area.

The interchange was designed with the surrounding neighborhoods in mind by including vintage-era lampposts, pedestrian overlooks and a traffic signal support structure that spans the entire intersection.

The PCA judging panel called Taylor Street "the best integration of geometric, architectural, and structural design of the single point interchange. Careful attention to urban features like the sidewalk, the islands and the lighting has created a harmonious design. The centerpiece, the overhead signal bridge, mimics the shape of the retaining wall and the arch theme of the bridge parapet.

The 1,525-foot-long Truckee River Bridge opened in October, 2002 and cost just over \$8 million. The seven span structure varies in depth from 7-1/2 feet at midspan to 15 feet at the piers. The bridge features long overhangs and columns with two directional parabolic flares. These combined features created an arch-like effect, a concept that won pre-approval from the Truckee community.

The judges called the Truckee River Bridge "a terrific example of how to accomplish a lot with very simple elements. Assemble just the right shapes, give them just the right proportions and the effect is an extremely elegant bridge that fits the environment very well."



Taylor Street (above) is one of the few single point urban interchanges in California, allowing maximum traffic movement in a small area. Thanks to the new Truckee River Bridge, traffic on Highway 267 traveling between Interstate 80 and the north shore of Lake Tahoe can bypass downtown Truckee.
Photo by Don Tateishi



- The Taylor Street Interchange team members included :

Structure Project Engineer Jess Avila

Structures Design Team - Fritz Hoffman, Mike Pope, Mike Van de Pol, Gloria Reyes-Gutierrez, Dave Alvarez, Kevin Keady, Talal Sadek, Charly Sikorsky, Chung Ho, Ron Rehwald, Issac Lim, James Anderson, Bob Morrison, Marc Friedheim, Dave Pato, John Sanchez, Bruno Jenko, Bill Robinson, Mona Knight, Gary Leung, Jeff Leibold, Janie Chlubna

- The Truckee River Bridge team members included:

Structures Project Engineer:

Eric Fredrickson

Structures Bridge Representative:

David Catania

Structures Design Team:

Jim Sauber (Retired), David Grenley, Reza Erfanian, Chuck Pazzi, Eric Fredrickson, David Grenley, Kelly Holden, Steve Schenck, Sandra McNealy, Bruno Jenko

FasTrak *continued from page 4*

"Thanks in part to FasTrak, the wait time for all motorists at the toll bridges has declined by 5 minutes to as much as 20 minutes during the peak travel times and also the length of congested periods at the toll plazas have declined," Paulsen said.

Paulsen said the FasTrak system has provided improved access and easy monitoring of the money collection and distribution of the funds to the Bay Area Toll Authority and the Toll Bridge Seismic Retrofit Account. The Toll Bridge Account

is financing earthquake strengthening of the bridges including the replacement of the eastern span of the San Francisco-Oakland Bay Bridge.

Charles Price, chief of the District 4 Office of Electrical Systems, said FasTrak has been processing more than 80,000 transactions each day, or more than two million transactions a month. FasTrak customers make up about 30 percent of the traffic during the peak commute through the toll plazas in the Bay Area.

"During the peak traffic flow, the FasTrak lanes are handling between 1,100 and 1,250 vehicles, or about three times the number through a lane with a collector," said Price. "This has really helped the most at the San Francisco-Oakland Bay Bridge, where between 5 a.m. and 6 a.m. an additional 600 to 700 vehicles pass through the toll plaza. This then leads to reducing the congestion during the morning commute."

Doolittles Raiders*continued from page 1*

Kress' squadron was given the task of documenting the reunion for historical purposes as well as for the Veteran's Oral History Project for the Library of Congress. The 61st Doolittle Raiders Reunion was co-hosted by the city of Fairfield and Travis Air Force Base, April 15-19.

"The lobby of the Fairfield Hilton Hotel lobby was alive with television news crews, official greeters, loyal Raiders followers, and a sea of Air Force blue uniformed escort officers," Kress recalled. "Looking at first like any other hotel guests, the Raiders randomly made their quiet entrances only to be bombarded by a barrage of cameras and microphone-armed reporters."

The 4th Combat Camera Squadron converted one of the hotel's rooms into a studio to interview the nine Raiders about their recollections of the famous raid.

"We had a real challenge convincing each Raider that we were legitimate and that we were even Air Force. Our initial guidance recommended civilian attire for the entire week's events. Seeing that it took more time to explain who we were and why we wanted to record them, I persuaded my lieutenant that a change into battle dress was in order," Kress said.

With the transformation from civilian to Air Force chief master sergeant completed, Kress was able to land her first interview target- retired Col. William Bower of aircraft number 12.

Bower shared his experiences for more than an hour, describing in detail the rough sea and carefully timed takeoffs as the U.S.S. Hornet pitched and rocked.

Bower recounted that the pilots had practiced short-field takeoffs on a 500-foot-long runway in Florida unaware of what they would be asked to do from the Hornet. None of the pilots had launched from the deck of an aircraft carrier nor had they considered bailing out of a perfectly flight-worthy B-25 Mitchell medium bomber. They would end up doing both on April 18, 1942.

The B-25s were modified with augmented fuel tanks and gas cans carried in the aircraft belly to extend the range needed to reach Japan from the Hornet. As it turned out, the Hornet could not get as close to Japan as originally planned, so the bombardiers kept the aircraft aloft by dumping portable fuel cans into the main aircraft tanks.

"We couldn't smoke for the duration of the 16-hour flight because of the gas fumes," said Bower.

Throughout the week, Kress and the remainder of the com-

bat camera crew heard the stories of all but one Raider. Each Raider paid tribute to Doolittle as a leader that they would follow again if asked.

When Doolittle asked for volunteers in the months after Pearl Harbor for a never before attempted mission of incredible risk, the Raiders recalled a lone voice in the audience asked if the general would go with them on the mission.

Not only did he go, Doolittle and copilot Richard Cole flew aircraft number 1. Retired Lt. Col. Cole was present at the Fairfield reunion.

The Doolittle raid was an important moment in World War II

because it demonstrated that a damaged American military could strike at the heart of Imperial Japan.

Eight men on two different air crews were captured by the Japanese and spent 44 months in prisoner of war camps. Of the eight captured, three are still living and were at the reunion. Chase Neilsen, navigator on aircraft number 6, copilot Robert Hite, and bombardier Jacob Deshazer of aircraft number 16 provided personal accounts of their roles in the mission and ultimate capture.



Nine surviving members of Doolittle's Raiders gather in front a restored B-25 similar to the ones the pilots flew on the raid of the Japanese main islands. Photo by Sr. Airman Jorge Rodriguez of 4th Combat Camera Squadron.

Deshazer, a frail man suffering from the effects of Parkinson's disease, demonstrated by his life's work the ultimate act of forgiveness following his release from the Japanese prison camp. He became a Christian missionary and returned to Japan to minister for 30 years.

"I just felt so sorry for the Japanese people that they did not know God, so I needed to share his love with them," said Deshazer.

In 1942, Doolittle organized and paid for the first Raider's reunion in Florida. It was such a success, the men wanted to continue the reunion as a tradition.

"According to several of the Raiders, Doolittle could not afford to pay for the monster party appetites of his airmen each year. The Raiders soon found sponsors for the reunions and established a scholarship fund for deserving students. The money raised in book sales and gifts is donated to the charitable fund," Kress said.

This year's reunion also focused on fund raising for the Jimmy Doolittle Air Museum to be built at Travis AFB.

Also present for the reunion were Raiders Majors Thomas Griffin, Nolan Herndon, Lt. Col. Frank Kappeler and SSgt. David Thatcher.

Employees Extend Helping Hand To Co-Workers In Need

"I was at the end of the line without hope. They helped pull me out of a hole. They saved my job and my life," said Mike Mosher, an equipment operator in Caltrans District 4.

Mosher is just one of a number of Caltrans employees battling the scourge of addiction who have been helped over the past 13 years by the Substance Abuse Information Network (S.A.I.N.).

S.A.I.N. is a group of Caltrans workers - themselves recovering from drug and alcohol addictions - who serve as a support group for their fellow employees. All SAIN members have a minimum of two years clean and sober.

"The pressures we face in society today can be overwhelming. Too often, people turn to drugs or alcohol as an escape. Instead of an escape, the person ends up on a downward spiral that will cost them their families, their jobs and ultimately their lives," said Bob Vennard, Area Superintendent for District 7 Special Crews and chairman of S.A.I.N.

Mosher, who has been with the department for more than four years and clean for three and a half years, was helped by S.A.I.N. and is now part of the program assisting other Caltrans employees.

The Substance Abuse Information Network was launched in 1990 - prior to the imposition of random drug testing for all department employees with a Class A or B Commercial Drivers License - by a group of Caltrans maintenance employees as a vehicle for employees battling drug or alcohol abuse to get information, seek help and receive support.

"We offer our friends and colleagues an opportunity to seek help before they lose everything," said Vennard, who has been clean and sober for the past 14 years. A 30-year veteran of the department, Vennard went to work for Caltrans and promoted up the ranks from Maintenance Worker to Supervisor while using.

"I was a functioning addict. I was lucky because there were people who cared about me and helped me help my-

self," he said. "That is what we are trying to do with S.A.I.N. We are here to help our colleagues and to let them know they are not alone and that help is available," he said.

While initially a maintenance effort, S.A.I.N. is extending its helping hand to all parts of the department. Working with the Personnel and Training programs, S.A.I.N. is now part of the department's ongoing statewide training program.

Maintenance Division Chief Larry Orcutt is an unabashed supporter of S.A.I.N.

"The department's most precious resource is its people. Employees with an addiction problem are a danger to themselves, their co-workers and the public," Orcutt said. "Our aim is to let them know that there is help available and not to let the situation get to a point where they lose their job, destroy their families or cause an accident.

S.A.I.N.

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SAIN Member	Address	Phone	Alternate
Robert Armstrong	P.O. Box 65 Mendota 93640	(559)488-4063	(559)289-0660
Jean Aschbrenner	SFOBB Toll Bridge	(510)286-0549	
Sharon Beasley	Translab Sacramento	(916)227-7094	(916)501-8213
Duane Chapin	464 W. Fourth St. San Bernadino 92401	(909)383-4294	(909)370-5638
Roberta Chew	600 Lewelling Bl. San Leandro 94579	(510)614-5942	(510)448-1972
Robert De Leon	P.O. Box 37 Templeton 93465	(805)434-1890	(805)227-8974
Glen Dragamanovich	5507 Meko Dr. Camp Connell	(209)795-3341	
Dave Fry	50 Higuera St. San Luis Obispo 93401	(805)549-3242	(805)459-2270
Dick Furtado	10960 West River St. Truckee 96161	(530)218-8946	(530)218-8946
Carlos Lu Jan III	15603 Chatsworth St. Granada Hills 91345	(818)830-6176	(323)719-7205
Wesley Lewis	SFOBB Toll Bridge	(510)286-0549	(510)448-4256
Dan McDonell	1331 S. 2nd St. Porterville	(559)784-4172	(559)359-8900
Kip Michelson	1200 Olive Dr. Bakersfield	(661)395-2597	
Danny Milsap	Willow Springs Maint. Star Rte. Big Sur	(805)927-4243	(805)783-9862
Debbie Meng	1900 Benidixen Red. Samoa 95570	(707)441-2033	(707)441-6501
Mike Mosier	3161 Jefferson St. Napa 94558	(707)224-8635	(707)372-9096
Michael O'Callaghan	111 Grand Av. Oakland 94523	(510)286-5413	(510)520-7985
Jim Rasmussen	1659 Riverside Dr. Redding 96001	(530)225-2787	
James Rathke	4338 Dudley Bl. Bldg 411 McClellan 95652 (META)	(916)643-8845	(916)208-2349
Joe Rice	451 W. Slover Bloomington 92316	(909)877-8402	(909)754-1668
Dan Sanchez	2122 N. Windsor Altadena 91001	(626)794-6545	(818)807-6680
Jerry Sill	32941 Camino Capistrano San Juan Capistrano 92675	(949)661-2200	(949)412-8375
Michael Terry	2616 N. Main St. Walnut Creek 94596	(925)926-6116	(510)840-6203
Bob Vennard	7300 E. Bandini Bl. Commerce 90040	(213)620-2708	(213)479-4101
Collie Washington	5660 Reseda Bl. Tarzana	(818)343-1735	(818)621-8186
Candi Williams	500 S. Main St. Bldg. C Bishop 93514	(760)872-5241	(760)937-1986

Orange County Students Tackle Caltrans Construction Challenge



District 12 construction personnel give Orange County high school students a close up look at work taking place on Routes 73 and 405.

Take a group of brilliant high school students, mix them with a Caltrans construction project, and what do you get?

Sandra Friedman, a public affairs officer in District 12, got a highly successful communications initiative that taught students what Caltrans is all about and how their high school curricula could work in real life.

Friedman's idea—"Construction Challenge 2003," an academic competition that pitted two Orange County high schools against one another to test their engineering knowledge - arose from a collaboration with Magnet Communications, the communications consultant on a current construction project on State Highways 73 and 405.

"We had done a lot with younger kids," Friedman says. "We use ConeKid to talk about safety, and in that fashion we educate both the kids and the parents about what we do and the technologies and procedures involved. But we felt it was time to devise something that would be interesting to older students as well."

Friedman and her team started by calling Orange County schools to find out what extracurricular clubs they had and what might appeal to them.

"Before we knew it, Estancia and Costa Mesa High Schools,

one with honor students and the other with an academic decathlon team, wanted to get involved. Both schools were near the project and were affected by it. Both thought an engineering test on which they could compete was a good idea."

The Caltrans field chief on the 73/405 project, Chris Mockus, consulted his engineering textbooks and came up with 10 questions. The students were required to deal with problems such as determining angles for a traverse, calculating earthwork quantities, computing the distance between warning signs and developing the parameters for drainage systems.

The students - a total of 40 9th through 12th graders from the two schools - had 30 minutes to take the written exam in groups of four or five each. The academic decathlon team at Costa Mesa High, the largest in Orange County, rose to the challenge. And as the winners of the competition, they toured the construction site and got a feel for how professionals apply those academic skills to real-life situations.

"The students got to see how the stuff they learn in school applies to real life," Friedman says. "Also, they got to see the kinds of things that Caltrans engineers work on in today's world."

Friedman's program was a success, both with the students and with the media in Orange County. She intends to replicate it on future projects.

"It was lots of fun," Friedman says, "But I couldn't have done it without lots of cooperation from the people on the project, including Chris Mockus, Larry Kellerman, (senior engineer on the project), Isaac Taber, (Resident Engineer) and Jerry De Santos, (Structures Rep).

Any district wishing to develop a similar program is urged to get in touch with Sandra Friedman in the Caltrans District 12 Public Affairs Office.

S.A.I.N.

continued from page 7

"Through efforts like S.A.I.N., we are making the investment to support the physical, mental and emotional well-being of our employees. People with drug or alcohol problems are shown that others care about them and are given information to seek the help they need," he said.

The Substance Abuse Information Network is a resource available to all Caltrans employees and their families. All calls received by network employees, each of whom is a recovering substance abuser, are confidential. Information is available 24 hours a day to assist with problems involving the abuse of alcohol and drugs.

The network employees also have information on available treatment facilities, recovery programs and counseling services.

Refer to the list of SAIN members and numbers to call for more information and assistance.

Caltrans Award Winners

The following Caltrans employees have earned **Sustained Superior, Superior-Gold and Superior-Silver awards**. The SSA is given to employees for superior job performance over a two year period, resulting in an exceptional contribution to the efficiency of state government. The superior award recognizes exceptional contributions to improving state government.

NAME	TYPE	OFFICE
Samuel Farrington	Gold	Mass Transportation
Loren Turner	Gold	New Technology & Research
Harold Hunt	Gold	New Technology & Research
Randell Iwasaki	Gold	District 4 Director - Acting
Wesley Lum	Gold	New Technology & Research
Juan Araya	Gold	New Technology & Research
Coco Briseno	Gold	New Technology & Research
Bruce Chapman	Gold	New Technology & Research
Cathy Felkins	Gold	New Technology & Research

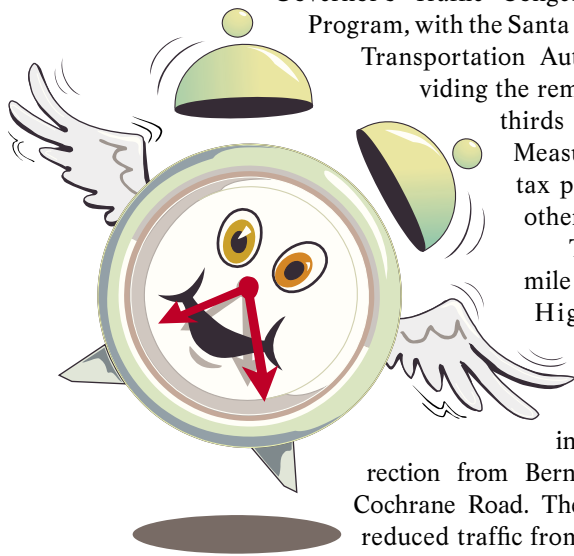
Highway Widening To Benefit More Than 100,000 Commuters

The daily grind for more than 100,000 daily commuters on Highway 101 between south San Jose and Morgan Hill in Santa Clara County is a little bit easier with completion by Caltrans District 4 of a major widening of the north-south thoroughfare.

The project doubles the number of lanes from four to eight, including a high-occupancy vehicle (HOV) lane in each direction. It completes 40 miles of uninterrupted carpool lanes on Highway 101 from Morgan Hill to Redwood City. Construction, which began in August 2001, was completed in May, about six months early.

"More than 100,000 motorists will save an average of 12 minutes a day on this wider section of freeway, a former bottleneck between the Bay Area and the Central Valley," Governor Gray Davis said in formally opening the completed project. "The new lanes will restore normal freeway speeds and help to reduce air emissions."

Nearly a third of the \$80 million project was funded by the Governor's Traffic Congestion Relief Program, with the Santa Clara Valley Transportation Authority providing the remaining two-thirds through its Measure B sales tax program and other funds.



The 10-mile segment of Highway 101 consisted of only two lanes in each direction from Bernal Road to Cochrane Road. The bottleneck reduced traffic from 65 mph to as low as 28 mph.

In addition, the adjacent 85/101 interchange project, which features direct HOV-to-HOV connectors, and the Bailey Avenue interchange project, will prepare Santa Clara County to meet future traffic demands. The 85/101 interchange project is scheduled for completion in summer 2004, and the Bailey Avenue interchange project should be completed in 2005.

DO YOU HAVE A SUGGESTION ON HOW TO IMPROVE STATE OPERATIONS? IF SO, YOU MAY BE ELIGIBLE FOR AN AWARD! CONTACT THE EMPLOYEE RECOGNITION PROGRAM AT (916) 227-9803 OR VISIT THE WEBSITE AT:

<http://admin.dot.ca.gov/hr/recognition/index/shtml>

Exams Schedule

The Caltrans Examination Office anticipates that the following examination bulletins will have a Final Filing date in July/August:

- Accounting Administrator I – Supervisor (Promo)
- Accounting Administrator II (Promo)
- Assistant Operations Security Officer (Promo)
- Associate Aviation Consultant (Open)
- Executive Secretary I (Promo)
- Printing Trades Supervisor I (Promo)
- Secretary (Promo)
- Senior Management Auditor (Promo)
- Senior Stationary Engineer
- Senior Transportation Electrical Engineer (Supervisor) (Promo)
- Staff Management Auditor (Promo)
- Staff Management Auditor (SPEC) SCO (Promo)
- Television Specialist (Promo)

The following examinations allow for continuous filing:

- Caltrans Electrical Technician (Promo)
- Caltrans Electrician I (Promo)
- Caltrans Electrician II (Promo)
- Caltrans Heavy Equipment Mechanic (Promo)
- Deputy Attorney III (Promo)
- Deputy Attorney IV (Promo)
- Transportation Surveyor, Caltrans (Promo)
- Transportation Surveyor –Party Chief, Caltrans (Promo)

The following examinations allow for continuous filing on the Internet:

- Senior Environmental Planner (Promo)
- Senior Right of Way Agent (Promo)
- Senior Transportation Engineer, Caltrans (Promo)

Visit our website at www.dot.ca.gov/hq/jobs for open, promotional, CEA and MSDP examinations.

CT News is a production of the Caltrans External Affairs Division

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